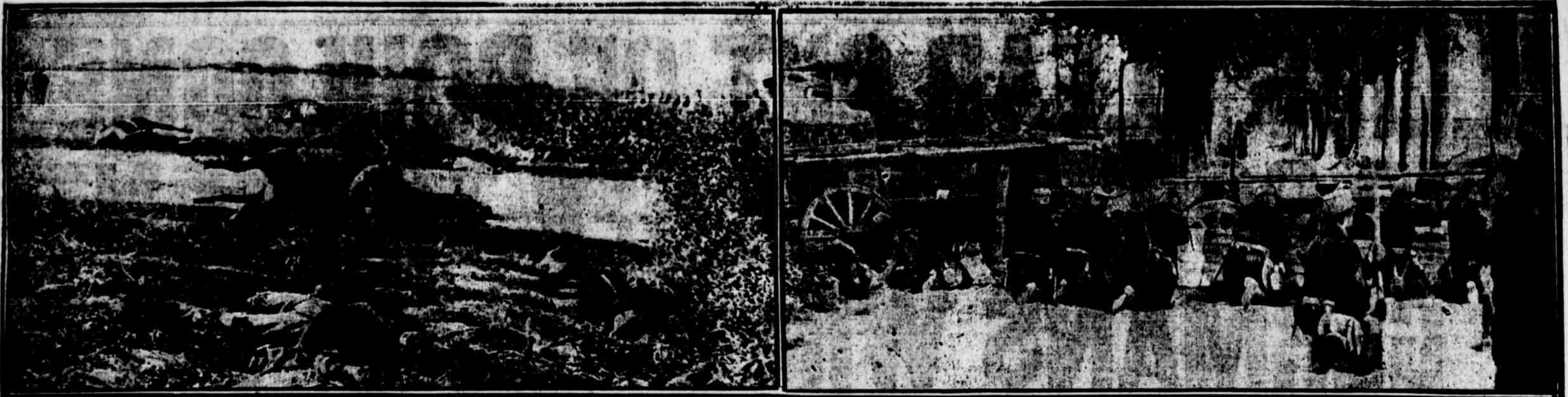


# GERMANS ARE REPORTED FROM PARIS THREATENING BOULOGNE

## SCENE ON BATTLEFIELD OF HAELEN SHOWING EFFECT OF SHELLS

(First Photographs of the Horrors of Modern Warfare Arrived Here To-day on the Adriatic.)



After the battle of Haelen - Effects of German shells

Belgian firing at Uhlans near Tirlemont

INTERNATIONAL NEWS SERVICE

of the burning of Louvain the Belgian army has left Antwerp and is moving in force toward Brussels.

It is reported here that the Belgian army has been materially reinforced and that it will cooperate with English troops from Ostend. It is rumored that the British army may include the native Indian forces sent by England from her eastern Empire, although all requests for details of troop locations are sternly frowned on by the War Office. It is known that the General Staff expects important developments in Belgium which will entirely change the general outlook of the present campaign.

### GERMAN REPORT.

BERLIN, Aug. 29 [By wireless to the Associated Press, via Sayville, L. I.]—A special despatch to the Tages Zeitung declares that the British defeat at St. Quentin was complete. The British losses were heavy, and the routed British soldiers were forced to accept battle by the German cavalry, who were in masses on their line of retreat.

[St. Quentin is twenty miles from Cambrai, to which point Premier Asquith admitted yesterday the British Army had retired on Wednesday.]

ROME (via London) Aug. 29 [Associated Press].—A despatch to the Giornale d'Italia from Basel, Switzerland, says that three German army corps, two Austrian army corps and a great quantity of siege artillery have crossed the Rhine.

[A United Press despatch from Paris mentions this movement and says it indicates that the Germans and Austrians have united to direct a blow against France before Russia can do much damage. It says the five corps, with heavy siege guns, after crossing the Rhine, headed for Belfort, the most southerly of the French fortifications.]

### SERBIAN REPORT.

NISSE, Serbia, Aug. 29 (United Press).—That the Russian advance into Galicia has alarmed Berlin and Vienna was indicated to-day when it became known that large numbers of Austrian troops have been detached from the army defending Bosnia against the Serbian invasion and are being rushed to help stem the Russian flood of troops. From Trieste came the report to-day that because of these troops being drawn away from Bosnia Emperor Franz Joseph's southern armies have been ordered to remain on the defensive.

From the same source came reports that the Kaiser, fearful of the steady progress of the Russian advance, has ordered the Fifth Army from Alsace. To speed these troops to meet the victorious Russians the railroads have been taken over and traffic to the east suspended for four days.

### MOB STORMS BANK AND GIVES BATTLE TO POLICE ON GUARD

(Continued from First Page.)

East Broadway was cleared after the crowd had shown a disposition to disobey Capt. Brady's an. unbecoming that he would not allow a parade to be formed to go to District-Attorney Whitman for a recital of wrongs. There were many barked shots and some of the neighborhood but no ambulance call was necessary. Five prisoners were taken.

The trouble started when a soap box orator addressing a mass meeting of depositors in the square shouted: "Let us go in there and make those thieves tell us when they will give us our money!"

There are 15,000 depositors of the bank, which holds \$1,700,000 of their money. The Banking Department announced after ordering a liquidation Aug. 9 that the real estate holdings of the Jarmulowskys will bring \$1,500,000 in a normal market and that the depositors would be paid in full after business conditions became settled. The depositors have charged repeatedly that this is a subterfuge to keep their money.

The parade in the middle of the street was abandoned, but a great number trooped up East Broadway to Park Row in irregular formation and armed and yelled at one another until

they reached City Hall. The police drove them out of City Hall Park and they turned up Centre street to the Municipal Court Building.

Assistant District-Attorney Wasservogel met them in the absence of District-Attorney Whitman. They showed him bruises and cuts which they said had been made by policemen in preventing the parade and Mr. Wasservogel said he would do what he could for them.

The dissatisfied ones then made for Police Headquarters in a mass. Morris Meade of No. 125 Clinton street addressed Chief Inspector Schmittberger. He was told that a permit for a parade to the District-Attorney's office had been refused yesterday at the request of District-Attorney Whitman himself.

Back to the Criminal Courts Building went the buzzing, shouting depositors. A lot more of those who had been in the fight at the bank had gathered about the building and were waiting there, and a crowd entered which filled the first and second floors and blocked the corridors.

Capt. Falconer and the reserves of the Elizabeth street station were called to drive them into the street. There lawyers who have been interested in the case made soothing speeches to the crowd until it melted away.

### SWEDEN ORDERS ARMY TO MOBILIZE AT ONCE

Message Received Here by Paper House Says Political Movements Are Grave.

A leading paper house in New York received the following message to-day from its agent in London: "Grave political movements feared in Sweden. Mobilization ordered."

### ADRIATIC ARMED WITH 6-INCH GUNS BRINGS HOME 1,762

Twice She Stripped for Action, but Supposed Enemies Were Friends.

(Continued from First Page.)

The stranger shifted instantly and drew nearer.

Again passengers were driven below, and ammunition was hoisted to the waiting breeches. Just then the fog lifted and the red stacks of the French liner La France, bound eastward, showed. The vessels saluted and each pounded on her course undisturbed.

DR. RITTER ON SINKING SHIP FOR THREE DAYS.

Most thrilling of all the tales brought back from the war was that told by Dr. Charles L. Ritter, a Paterson, N. J., dentist who, with a party of eleven American women and two other men had to travel 5,000 miles, part of the way through the White Sea, north of Russia, to get from St. Petersburg to London. A sinking ship was under them for three days; they came near starving; were hustled and herded by mobs; lost all but their precious money, which was taken by the Russians and then the ship was sunk.

"I met a party of traveling Americans, numbering thirteen, in St. Petersburg on July 30, when all was bubbling with the war fever. We took a train for Moscow, believing we could get out of Russia via some of the Black Sea ports. But Moscow was a trap; mobilization was progressing there, and not a seat could be had in any train south or west. We returned to St. Petersburg."

"The day was declared by Germany I went out to the Winter Palace and was one of a crowd of fully 50,000 people before the palace. I saw there two bronze statues which the German Embassy and wrecked the place. Some daring men climbed to the roof and with hammers destroyed the statues. Then the Russian footmen found in the Embassy stables to death was carried to the madhouse of the thousands there that had not the Cosacks charged them they would not have left one stone of the Embassy upon another."

"Desperate as our plight, we decided to get out of Russia at any cost. We went to a town called Wologda, 480 miles east of Petersburg. At the station in the capital there was such a crush that six people were pushed under the wheels of moving trains and killed. We bribed a railroad official who steamed rubles to have a compartment to ourselves. From Wologda we took a train to Archangel, on the White Sea, and there we were out on the White Sea. Then the stewards began to charge us for every mouthful we ate—and bread was really the main thing. They robbed us unmercifully."

"Then the ship began to leak. Only then were we told that she had been condemned three years before. Every seam appeared to open and water came in so fast the engine room fires were threatened. We three American men had to spill members of the crews at the hand pumps—the steam pumps would not work—and day and night for three days nothing was heard on that sinking ship but the sighing of the pumps and the swash of water in the scuppers."



A wounded Belgian being helped by a comrade

INTERNATIONAL NEWS SERVICE

"Finally we managed to make the little port of Vardoe on the north coast of Norway. Thence we went by mail steamer to Bergen in six days. Finally we got a boat out of Bergen for Newcastle, England. There our little party divided. I believe the other survivors—and we can well call ourselves survivors—were still in London. We had travelled more than 5,000 miles and beyond the Arctic circle to escape the war."

"MADE IN GERMANY TALK."

SAYS MR. BENNETT.

Courtesy Bennett, the British Consul-General in New York, who went abroad just before the war began with the intention of taking a long vacation, came back on the Adriatic. He had heard by wireless of the British victory in the North Sea, yesterday and appeared to take it as a matter of course. English men are unable to conceive anything but victory in connection with the war, who is so-called. Mr. Bennett was told that Count von Bernstorff, the German Ambassador, and all the German publicists in the United States have been getting at Japan's entrance into the war is a menace to the United States. He replied, laughing:

"That is 'made in Germany' talk. There are great manufacturers, the Germans."

The Baroness Kleydoff, who was Miss Busch of St. Louis, a niece of the late Adolphus Busch, was on the Adriatic with her mother, who is seventy-five years old, and her three children. She has ten German servants and seventy-five trunks bound for New York on board the St. Paul, which is due to-morrow.

The Baroness was in Paris when hostilities began. It was imperative that she should get out. By the exercise of diplomacy, energy and American adaptiveness she managed to get her seventy-five trunks, her mother, her three children and her ten servants from Paris to London without spending a cent of money. She had no money to spend.

In London she had to apply for relief to the American committee. As soon as matters calmed down she was able to get all the money she needed. With her mother, children and servants she rode from Paris to Calais on a cattle train.

Eugene N. Robinson, a New York lawyer, considers himself lucky. He was in Budapest the day before war was declared by Austria against Serbia and started for Berlin. He passed through Germany just about two jumps ahead of the war and had no thrilling experiences, but after he was safe in London he found it necessary to go to Paris on business.

The war was on then, Paris was like a city besieged. Mr. Robinson thought to ascend the Eiffel Tower and look over the deserted metropolis, but he found the tower surrounded by a high iron fence and a guard. Mounted on top of the tower were several guns designed to destroy aeroplanes and balloons. At night searchlights mounted on the tower sweep the sky, and gunners stand at attention ready to fire at an enemy appearing in the air.

and James Buckley, Smith's manager, were on board.

COMPLAIN BITTERLY OF UNSANITARY STEERAGE CONDITIONS.

The Americans who came home in the steerage were loud and unceasing in their denunciation of the accommodations. They wouldn't have minded the discomforts so much, they said, but for the fact that the stewards proved upon them continually, and although they had paid \$45 each for steerage passage—only \$10 less than is charged for cabin passage on vessels carrying but one class of passengers—they had to tip the head steward or some other steward every time they wanted anything.

The steamer was infested with vermin, which is not an uncommon condition in steerage, and the American passengers were disposed to accept it as a state of affairs associated with the ship, but they did complain about the lavatories and other toilet rooms. These were in a disgraceful state when the boat started and not a move was made to clean them up during the voyage.

Miss Mary McCreedy, a young Philadelphia business woman who had plenty of money when she started, accepted steerage passage or remain behind, was thoroughly sick of her experience. All the Americans in the steerage were sick of it. This morning and herded on deck with the aliens in the rain to await the arrival of the doctor. They stood out in the downpour for two hours and were drenched.

Miss McCreedy estimates that the forty or fifty Americans in the steerage must have distributed at least \$1,000 in tips. In the first place each of them had to pay from \$5 to \$10 for meals from the second cabin. They couldn't eat the steerage food, which they described as "rotten," and it wasn't long before they were allowed to know that for a consideration stewards would furnish second cabin rations.

Stewards also accepted bribes for getting aside rooms. Miss McCreedy, who was sick all the way across, paid \$5 for a small inside room which she managed to keep to herself. The Rev. L. W. Baker of New Haven and a travelling companion paid a steward \$10 to allow them to hold a room meant for four persons. This meant that two male passengers who were entitled to a bunk had to sleep on deck.

Mrs. John Ward of 1411 Summit street, Pittsburgh, with her two children, a boy six months old and a girl three months old, was put in a room with a Mrs. Cavanagh, also of Pittsburgh, who had two small children. These women had to pay for every bit of extra attention they required for their sick and fretful offspring, and they landed on the pier utterly worn out.

"Take my tip," said Thomas R. Jensen of Creston, Iowa; "don't travel in the steerage unless you have a strong disposition of an angel's hide and the mind of a collector."

The appearance of the Adriatic in port with six-inch guns on her decks may raise a question of her status in a neutral port in the mind of Collector Malone and the Treasury Department authorities at Washington. The White Star officials claim that the Adriatic is not subject to regulations governing warships of a power at war. The rules adopted by the convention of the powers at London in 1909 sanction the carrying of light arms for defense in time of peace or war, the steamship officials maintain.

William C. Breed, a member of the Merchants' Association of New York and treasurer of the American Citizens' Relief Committee formed in London, was among the passengers on the Adriatic. He had with him \$100,000 worth of checks and securities which had been turned in by stranded Americans for gold at the committee's headquarters in London; that represented just one day's receipts.

Mr. Breed said. Most of the Americans who had come to London in the first two weeks of the war had been relieved, he said, and were either already in this country or ready to sail.

"We took a chance on the genuineness of every check and bank draft offered by Americans," Mr. Breed said. "Though there may have been a few worthless ones, we had faith in the honesty of the many."

Dr. Rapp, a Catholic priest of Galveston, Tex., said: "We found the Irish people heart and soul with the English in this war. The Irish don't believe in going to France to fight, but rather in staying home to protect Ireland. And the Irishmen haven't been idle these days. They've raised German shipping on numerous occasions and taken valuable prizes. In Digby Bay, County Kerry, Irish fishermen descended upon a German steamer and took off the captain and crew in irons as prisoners. And in Lunenburg Harbor a gang of longshoremen boarded a German freighter, captured her and brought her to a pier, a prize of war. I have heard that the Irishmen have captured at least half a dozen German ships in their waters."

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### OLYMPIC, WITH 1,772 ABOARD, MET NO ADVENTURES AT SEA

Her Refugees Included Statesmen, Financiers, Actresses, Singers, Dancers, Prize Fighters, and School Girls, All Loaded With Experiences.

Not armed like the Adriatic but carrying a passenger in every conceivable place a passenger could be stowed to the number of 1,772—the White Star liner Olympic came up to her dock at 1 o'clock to-day. The wife of a United States Senator, a financier known on two continents, a prizefighter, a dozen school girls—all of her passengers were reduced to the common level of thankfulness in the democracy of two cabins and steerage.

No incident marked the Olympic's passage from Liverpool; no ships of friend or enemy were sighted, though the wireless sent cheering news from British cruisers below the horizon. Each night ports were darkened and the huge ship stole unobserved over the lanes.

Perhaps the luckiest woman on the ship was Miss Mary R. Whitman, a teacher in the De Kalb Normal School at De Kalb, Ill. She had successfully piloted a party of fourteen schoolgirls through all the hedge of bayonets between Munich and safety, had bulldozed railway guards, threatened bank cashiers andajoiced steamship officials all in the name of Miss America, as personified by the schoolgirls under her charge.

Miss Whitman's party, which included the Misses Ruth and Belle Skinner, Rose Kollman, Irene Stanley, May Brooks, Celine Neptune, Helen Neptune and Charlotte Davis, were in Munich on July 26 when a riot occurred in their hotel. Several Serbian students were living there and a hastily gathered crowd called upon the management to expel them. When the hotel people refused to turn the Serbians out a mob made a rush on the place and the police failing to clear the hotel, soldiers had to be summoned to save the Serbians from assault.

The party, not realising how close war was, started from Wiesbaden to Cologne by boat on the Rhine. When they arrived they learned that war had been declared. At the railroad station a hysterical mob stormed the guards for places on the last train to the frontier. Miss Whitman headed a flying wedge of her schoolgirls and got them safely in a carriage. At Brussels she hypnotized a bank cashier into cashing enough of her checks to carry the party to England. By alternate fighting and pleading Miss Whitman cleared the way to The Hague, to Flushing and finally to Folkestone.

GUIGGENHEIMS HAD NO TROUBLE IN ESCAPING.

Daniel Guiggenheim, Mrs. Guiggenheim and their son, S. R. Guiggenheim, who with two manservants and three maids occupied first cabins, had no trouble in escaping the war zone. Mr. Guiggenheim believed that unparalleled prosperity was due to hit the United States in less than six months. He said:

"This country has the greatest chance since the civil war to build up an export trade. The Government should help create a merchant marine either through subsidy or by actual participation as a partner in the big undertaking, and the Government should act at once. Even if initial mistakes are made the chance is wonderful and will not wait."

The railroad experience of Theodore P. Shonts, President of the Interborough system, was of great value to him in getting out of the war zone. It became necessary for him to do a lot of bluffing, and his knowledge of

railroad affairs enabled him to get away safely. He hid in Vienna, Switzerland, with his daughters, Marguerite and the Duchess of Chaulnes, when he learned that war had been declared three days before. In the meantime he had been on an automobile tour at points remote from the telegraph.

"The next train north left in half an hour and we were some distance from the station," said Mr. Shonts to-day. "I got my tickets just before the train pulled out. The ticket agent refused to take my French money, but I grabbed the tickets, threw the money at him and boarded the train."

"Our tickets took us to Lausanne. There we found a train just about to leave for Paris, but it was jammed. There wasn't room for another person. I went to the biggest railroad official I could find and learned from him that another Paris train was about to be made up. Then, by questioning the station attendants, I located three cars that were to go on that train. Our party got aboard one of the cars and we traveled to Paris in comfort."

Harry Pollok, the manager of fighters, and Freddie Welsh, his new champion, were in the steerage of the Olympic for two days and nights left port. Then they suddenly appeared in the first cabin and Pollok refused to reveal how the shift was accomplished.

Kitty Gordon, the actress, said the theatre was dead in London and she was glad of a vaudeville engagement there. Vernon Castle and his wife, the dancers, had trouble getting out of France and had to sleep on deck on the crowded Channel boat. Morgan King, a Century Opera Company tenor, was a passenger.

Capt. the Hon. Henry Bessford, who is Kitty Gordon's husband, felt greatly annoyed by the war. The Government would not let him resign his old regiment. The War Office, he said, was taking nobody above the age of 45 in your power for the war. Capt. Bessford believed that such discrimination would have to be given up.

SENATOR OLIVER FOUND PARIS A DEAD CITY.

Senator George T. Oliver of Pennsylvania, who was four days in getting from Switzerland to Paris, said: "Paris was a dead city. All one could do was to take a walk around for exercise. I lived there for four days on credit. The bill I received was big. It was in contrast to the amount of food we were able to get."

W. H. Newman, Chairman of the board of the New York Central, got to Paris without difficulty from Southampton, France. He had a little money and escaped some of the embarrassments of other wealthy men.

"Contrary to some reports of which I have heard," said Rabbi David Wittenberg of Butte, Mont., when I arrived in Berlin after a four day journey from Constantinople, I found the Germans eager to aid Americans in reaching to them in payment of the Rath Haus for meetings of stranded Americans. I saw signs posted everywhere like this one which I copied:

"Do all in your power for the Americans, who are our friends. Americans must be treated courteously."

Alfred G. Vanderbilt, whose wife preceded him on the Celtic Star week ago, said that the British Government had seized thirty-seven blooded horses of his stable, including his famous coachman. He in payment of the received \$250 apiece—about one-tenth the value of most of the nags.

ALBANY, N. Y., Aug. 29.—The Conservation Commission to-day announced the appointment of Dayton Hedgcock as supervisor of Marine Fisheries, with headquarters in New York City, at a salary of \$10,000 per year.